

BookletChartTM

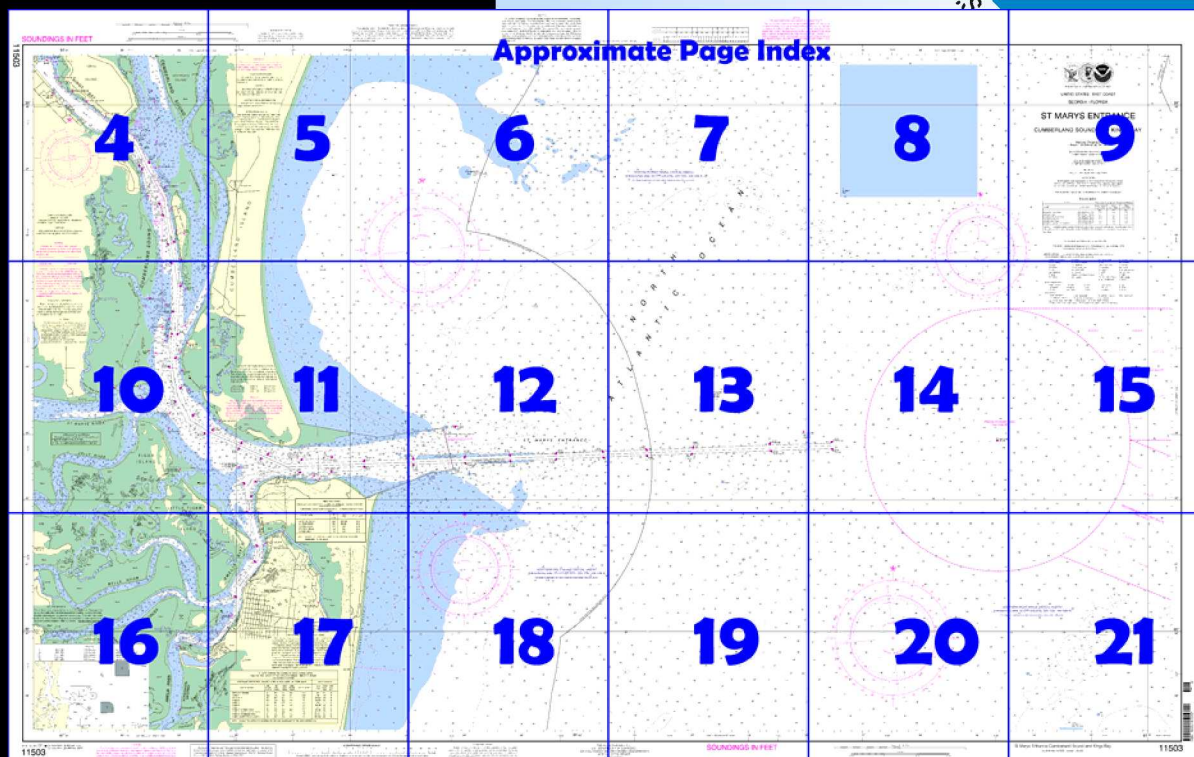
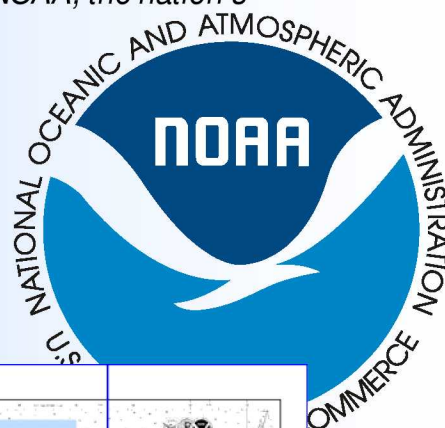
St Marys Entrance - Cumberland Sound and Kings Bay

(NOAA Chart 11503)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

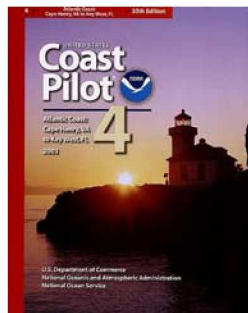
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 8 excerpts]

(183) **St. Marys Entrance and Cumberland Sound.** The sound is the approach to the city of Fernandina Beach, the city of St. Marys, the Naval submarine support base in Kings Bay, and an inland passage to St. Andrew Sound.

(185) **Amelia Island Light** (30°40'24"N., 81°26'30"W.), 107 feet above the water, is shown from a 64-foot white conical tower 2 miles south of the entrance to Cumberland Sound. A lighted 1,500-foot fishing pier at the

inner end of the south jetty is prominent. The smoke from the stacks of the paper companies at Fernandina Beach and St. Marys make them visible from all directions.

(186) Fort Clinch is a State Park, museum and recreation area. The old fort and a large red brick building near the inshore end of the south jetty are conspicuous. Camping facilities and a small-craft launching ramp are

at the northwest end of the island on the east side of the channel to Fernandina Harbor.

(188) A federal project provides a depth of 46 feet in the entrance channel, thence 42 feet northward through Cumberland Sound to two turning basins of the same depth in Kings Bay. Turning basins are located on the north and south sides of the entrance channel, 1.7 miles above the jetties, and have depths of 42 feet. A channel leads from inside the bar southward in **Amelia River** with a depth of 36 feet to a turning basin; thence 35 feet through the turning basin; thence 28 feet to a turning basin off Rayonier Wharf, 5.8 miles above the jetties. The project above Seaboard Reach was no longer maintained.

(189) The entrance to **Cumberland Sound** is between two stone jetties. The jetties are to be in poor condition with both almost entirely submerged at mean high water. The north jetty is marked by a lighted buoy and the south jetty is marked by an unlighted buoy. Both jetties are marked on their outer sides by unlighted buoys, and on the inner sides by daybeacons. Each unlighted buoy is a white can with orange bands near the top and waterline and the word "Jetty" in an orange diamond. The diamond-shaped white daybeacons have the words "Danger Submerged Jetty." Mariners are advised to exercise caution in this area, as the jetties are a menace to navigation when visibility is limited. Currents are strong off the ends of the jetties.

(190) St. Marys Approach Lighted Buoy STM (30°42'54"N., 81°14'39"W.) is 8.2 miles eastward of St. Marys Entrance. The channel through the bar and inside the sound are marked with lighted ranges, lights, and lighted buoys.

(191) Fishing vessels going northward out of the sound use the natural channel off the north jetty. Strangers are warned against using it as there is danger of being set into the end of the jetty.

(193) The tidal currents at the entrance have considerable velocity and are dangerous at times, especially on the flood which sets northwestward and on the ebb which sets southeastward except during northeast winds when there is a strong southerly set off the end of the jetties on both tides. This set attains a velocity exceeding 5 knots. Maximum current velocities are 2.0 to 3.9 knots in St. Marys Entrance and 1.0 to 2.5 knots in the Cumberland Sound channel.

(218) **Beach Creek.** 2 feet was at the entrance, and the creek dried 0.2 mile below Dungeness.

(220) A **safety/security zone** has been established in Kings Bay.

(221) A **regulated navigation area** has been established in Cumberland Sound in the vicinity of Kings Bay.

(222) **St. Marys River** is used by fishermen and tugs. The depth in the channel is 14 feet. Above St. Marys a vessel with a draft of 10 feet or less should have little difficulty going as far as Kings Ferry on a rising tide. The river is crooked and the turns are sharp. **Caution** is advised when entering the river, especially in late afternoon, as the indefinite shorelines make the unmarked channel in the first reach difficult to negotiate. Unpredictable currents have been reported in the entrance to the river, at the junctions with **Jolly** and **North Rivers**, and along the piers at St. Marys.

(223) Route 17 bridge at Wilds Landing, 20 miles above the mouth of the river, has a clearance of 5 feet. The Railroad bridge just upstream has a clearance of 5 feet.

(224) **St. Marys.** The larger wharves have depths of 13 feet alongside. Diesel fuel and water are available. Strong currents, the large tidal range, and the exposure to winds from all but north make mooring at these wharves hazardous for strangers.

(225) A good haven for small vessels, particularly in northeasterly weather, can be found at St. Marys. Small craft can obtain refuge in bad weather by anchoring near the pulp mill 1 mile up North River or near the bridges 16 miles above St. Marys on the St. Marys River.

(226) **North River;** a draft of 7 feet could be carried to the pulpmill dock up the river.

(227) **Bells River;** the depth was 4 feet. **Chester** has a number of small docks which were in ruins.

2 (228) **Jolly River;** the reported controlling depth was 7 feet.

Table of Selected Chart Notes

Corrected through NM Jan. 27/07
Corrected through LNM Jan. 23/07

HEIGHTS

Heights in feet above Mean High Water.

PLANE COORDINATE GRID

(based on NAD 1927)

Georgia State Grid, east zone, is indicated on this chart at 10,000 foot intervals.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Jacksonville, FL	KHB-39	162.550 MHz
Waycross, GA	WXK-75	162.475 MHz
Brunswick, GA	WWH-39	162.425 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

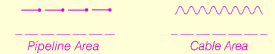
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.854" northward and 0.659" eastward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

INTRACOASTAL WATERWAY

The project depth from St. Simons Sound, Ga., to Fernandina Beach, Fla., is 12 feet.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

NOTE B

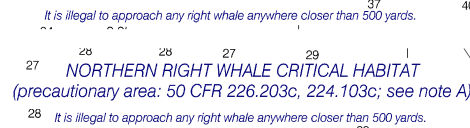
RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTE

The two-way route shown on this chart is RECOMMENDED for use by all vessels traveling into or out of Fernandina Beach. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route, so uncharted dangers may exist. See Source Diagram and Chapter 1, [U.S. Coast Pilot](#).

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: --- -- --

NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203c, 224.103c; see note A)



CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

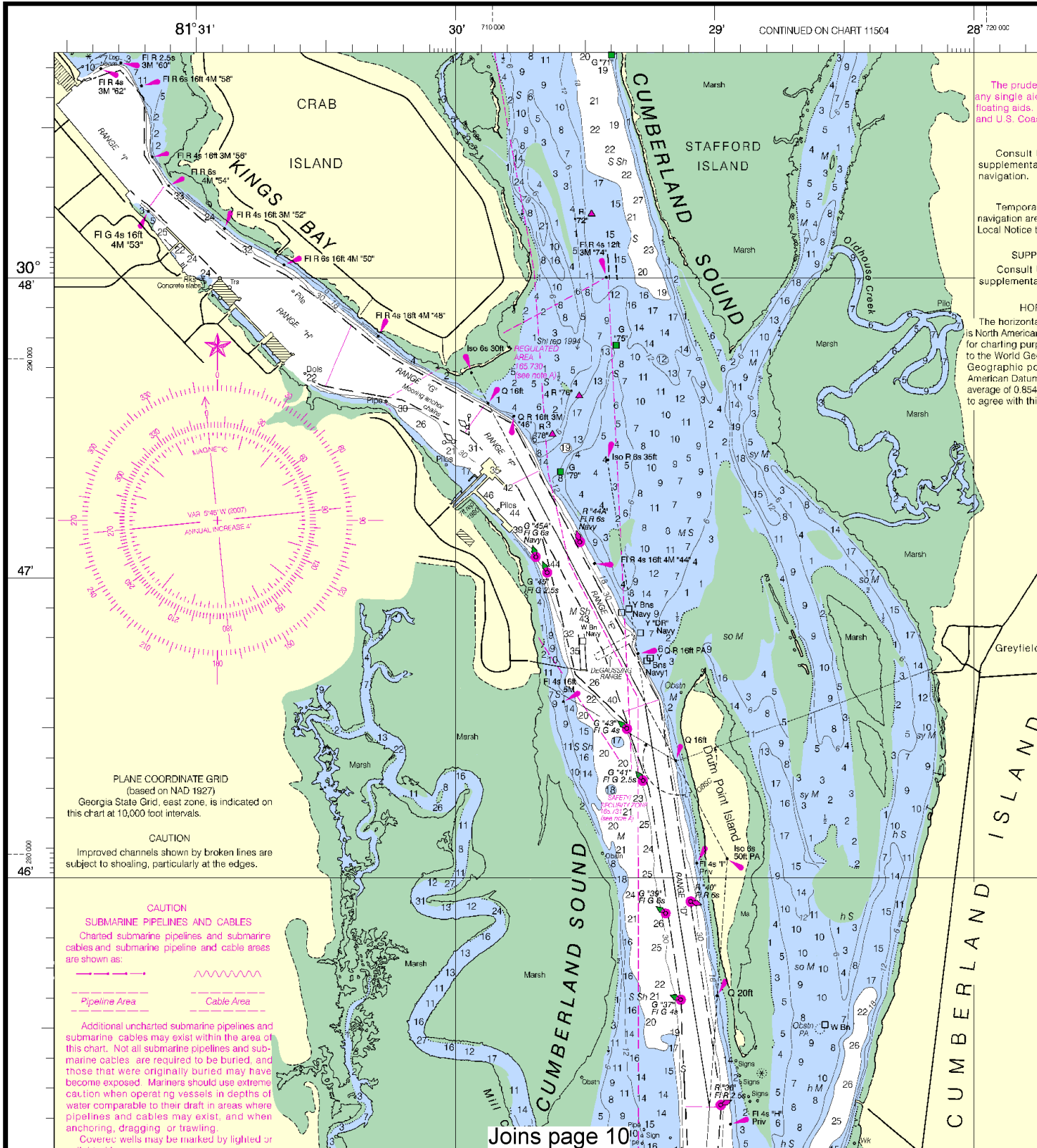
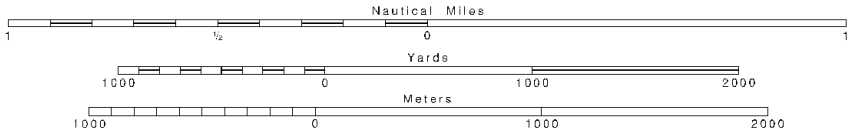
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT LHO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistie
		R Bn radiobeacon	Y yellow
Bottom characteristics:			
Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand
Miscellaneous:			
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
2L Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

11503

SOUNDINGS IN FEET



The prudent single-aid floating aids, and U.S. Coast
Consult supplemental navigation.
Temporary navigation are Local Notice to Mariners
SUPPLEMENTAL
Consult supplemental
HOPE
The horizontal is North American for charting purposes to the World Geodetic System 1984 (WGS 84) American Datum average of 0.854' to agree with this

4



PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-6 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

Do not rely solely on aid to navigation, particularly on radar reflectors. See U.S. Coast Guard Light List and Pilot for details.

AIDS TO NAVIGATION

See U.S. Coast Guard Light List for vital information concerning aids to navigation.

CAUTION

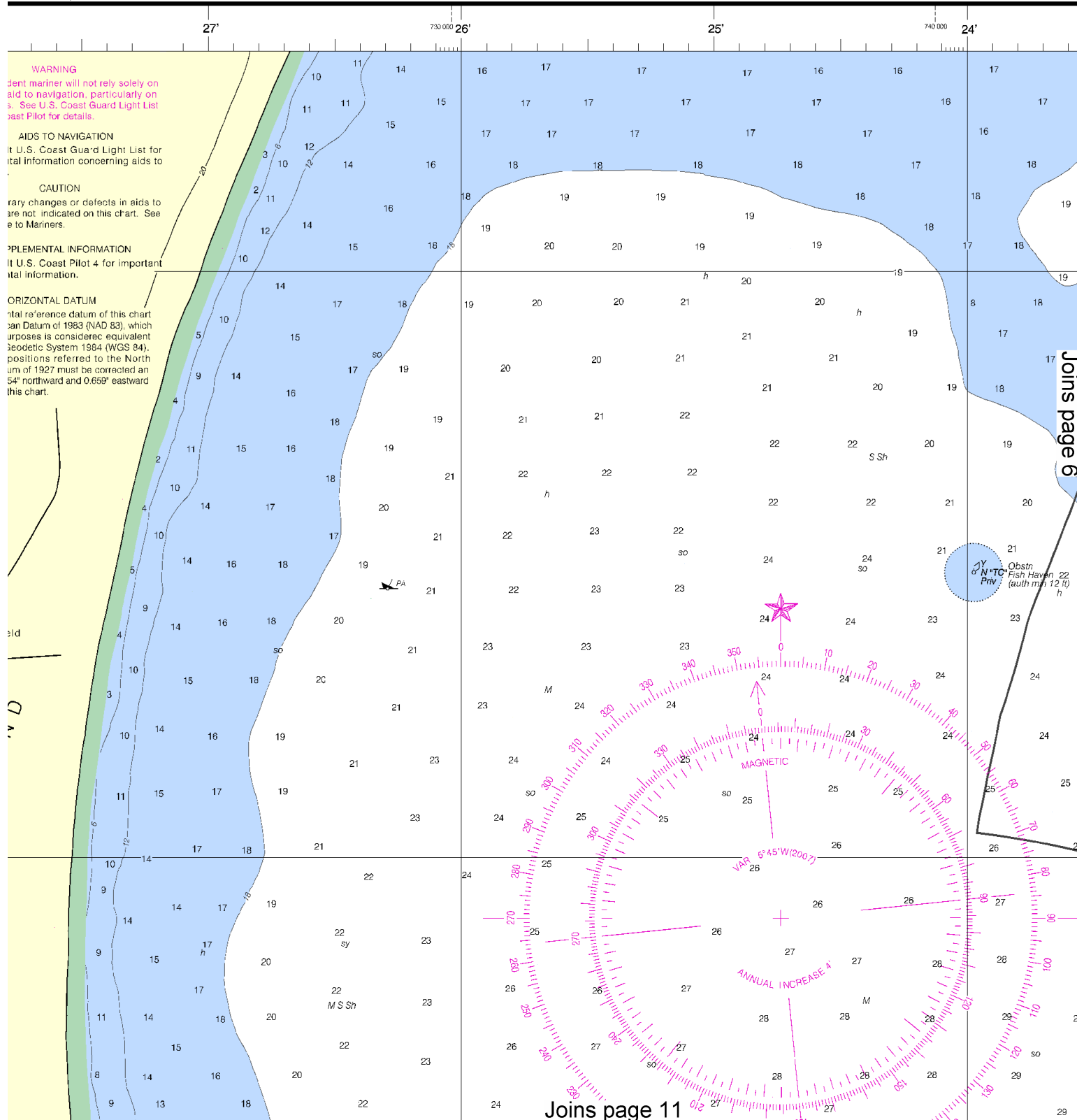
Many changes or defects in aids to navigation are not indicated on this chart. See Notices to Mariners.

SUPPLEMENTAL INFORMATION

See U.S. Coast Pilot 4 for important supplemental information.

HORIZONTAL DATUM

Horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which supersedes the older datum of 1927 (WGS 84). Positions referred to the datum of 1927 must be corrected an 84" northward and 0.659" eastward to this datum.



Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

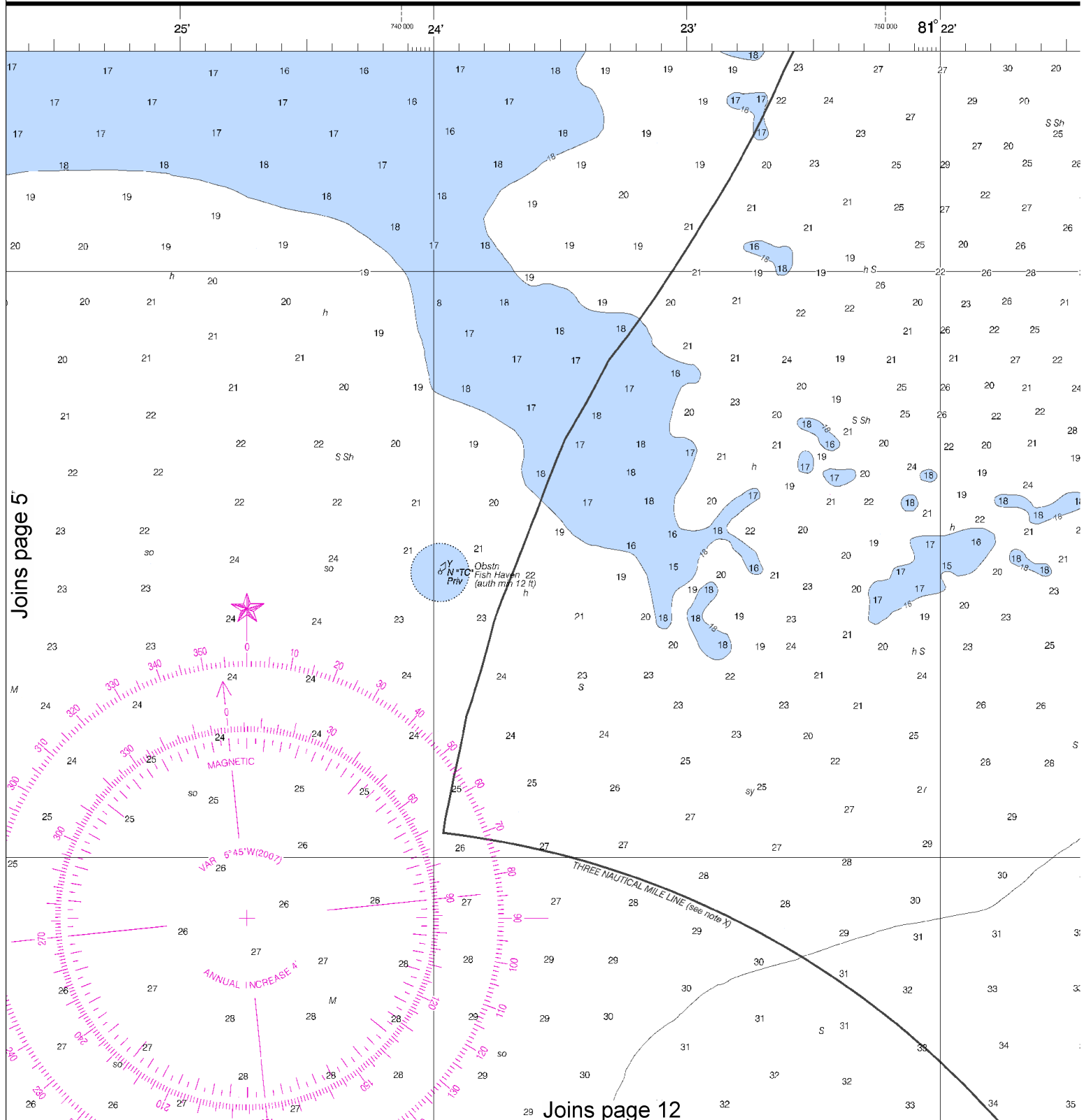
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NOTE X

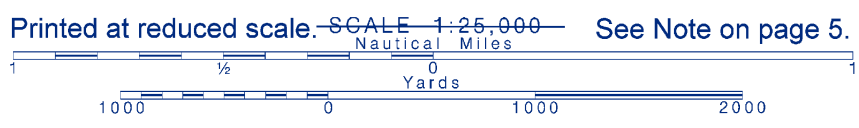
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Formerly C&G



Joins page 5

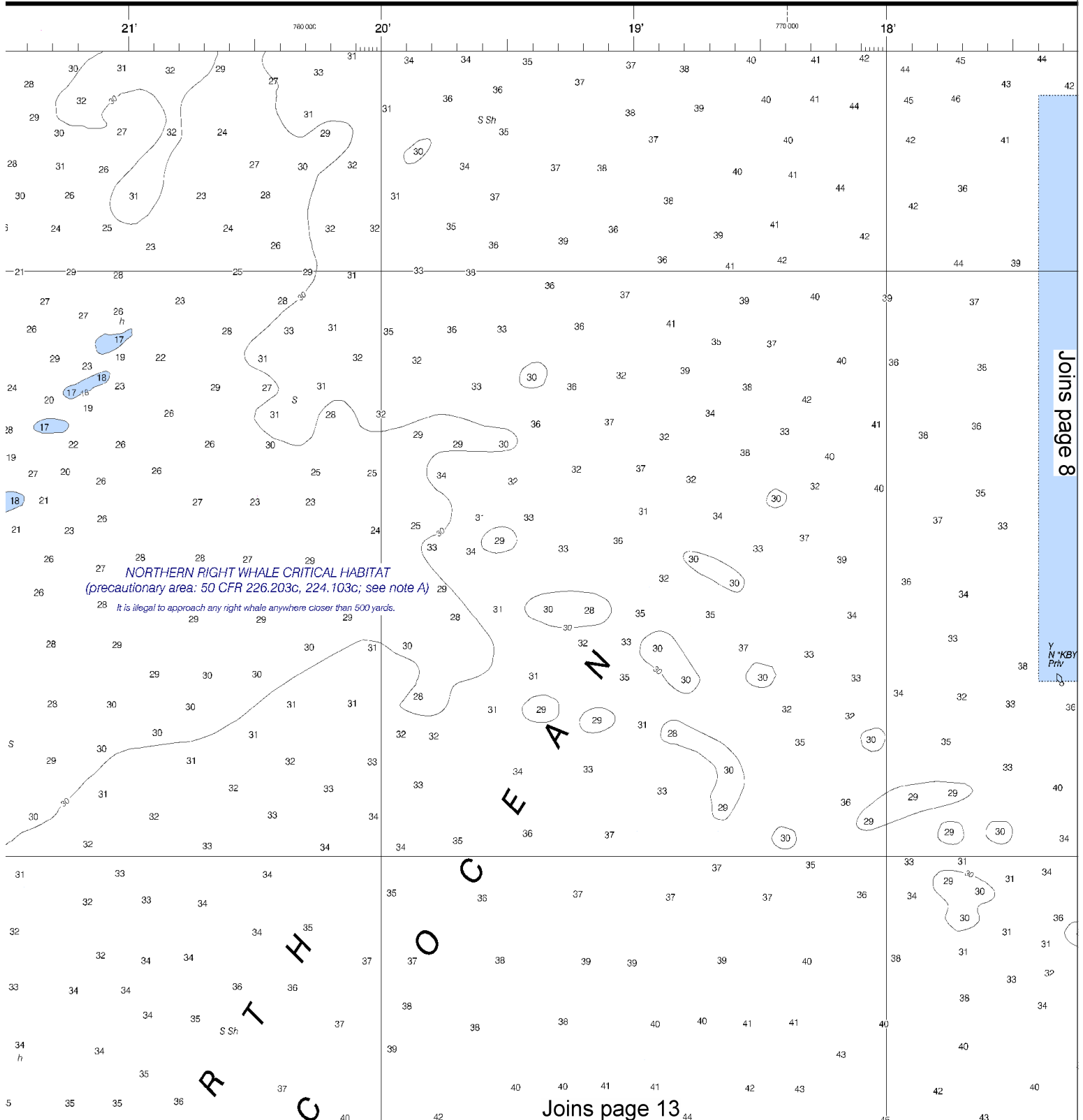
Joins page 12

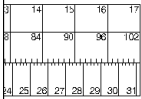


FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

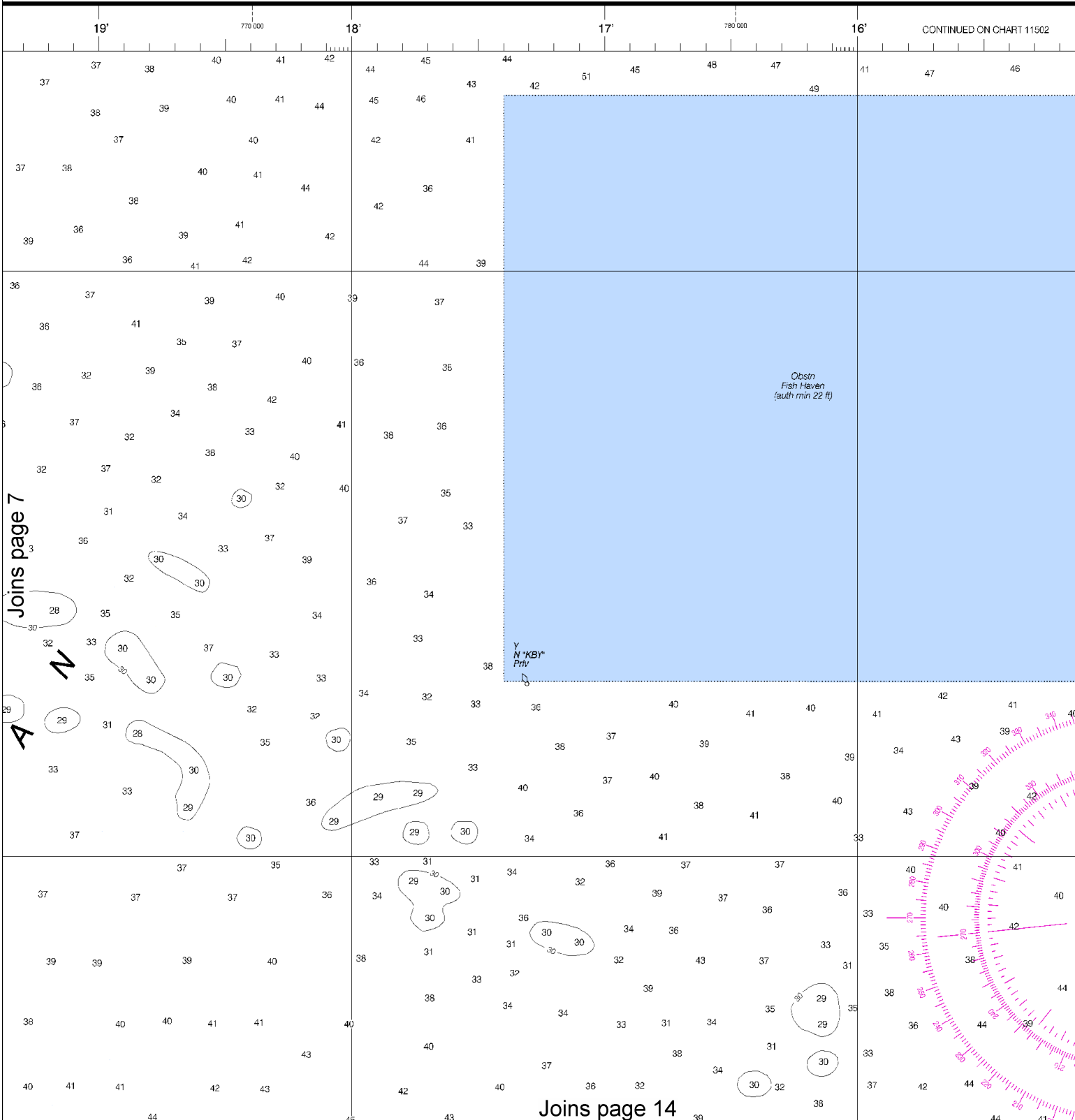
NOTE B
RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTE

The two-way route shown on this chart is RECOMMENDED for use by all vessels traveling into or out of Ferrandina Beach. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

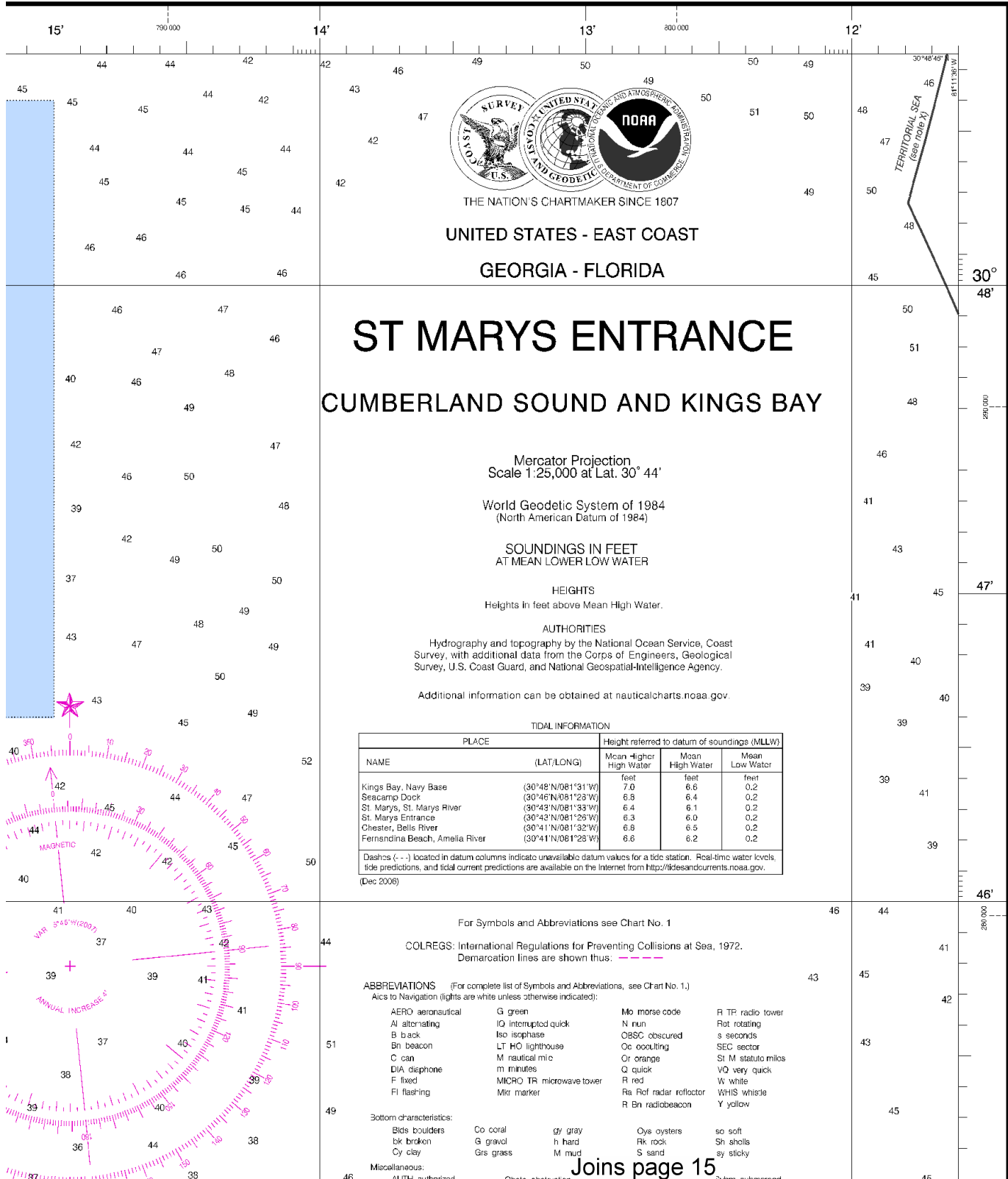




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Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.
Nautical Miles
1 1/2 0 1 2
Yards
1000 0 1000 2000



UNITED STATES - EAST COAST
GEORGIA - FLORIDA

ST MARYS ENTRANCE
CUMBERLAND SOUND AND KINGS BAY

Mercator Projection
Scale 1:25,000 at Lat. 30° 44'

World Geodetic System of 1984
(North American Datum of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
Kings Bay, Navy Base		(30°48'N/081°31'W)	7.0	6.6	0.2
Seacamp Dock		(30°48'N/081°23'W)	6.8	6.4	0.2
St. Marys, St. Marys River		(30°43'N/081°33'W)	6.4	6.1	0.2
St. Marys Entrance		(30°43'N/081°23'W)	6.3	6.0	0.2
Chester, Bells River		(30°41'N/081°32'W)	6.6	6.5	0.2
Fernandina Beach, Amelia River		(30°41'N/081°28'W)	6.6	6.2	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Dec 2006)

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

- ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
- Aids to Navigation (lights are white unless otherwise indicated):
- | | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo morse code | R TP radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B back | Iso isophase | OBSC obscured | s seconds |
| Bn beacon | LT LHO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mic | Or orange | St M statute miles |
| DIA diephone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |
- Bottom characteristics:
- | | | | | |
|---------------|-----------|---------|-------------|-----------|
| Blds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |
- Miscellaneous:
- | | | |
|----------------|---------------|----------------|
| ALU authorized | Chls channels | Subs submerged |
|----------------|---------------|----------------|

Joins page 15

SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
 Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

Joins page 4

CUMBERLAND

Dungeness

NOAA WEATHER
 The NOAA Weather below provide continuous reception for nautical miles from as much as 100 nautical miles high elevations.

Jacksonville, FL
 Waycross, GA
 Brunswick, GA

Navigation regulation
 Coast Pilot 4. Additions listed in the Notice to Mariners may be obtained from the District Engineer, U.S. Coast Guard, Jacksonville, FL. Refer to charted regulations.

INTRACOASTAL WATERWAY
 The project depth from St. Simons Sound, Ga., to Fernandina Beach, Fla., is 12 feet.
 The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

TIGER ISLAND

LITTLE TIGER ISLAND

Joins page 16

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Printed at reduced scale. SCALE 1:25,000

See Note on page 5.

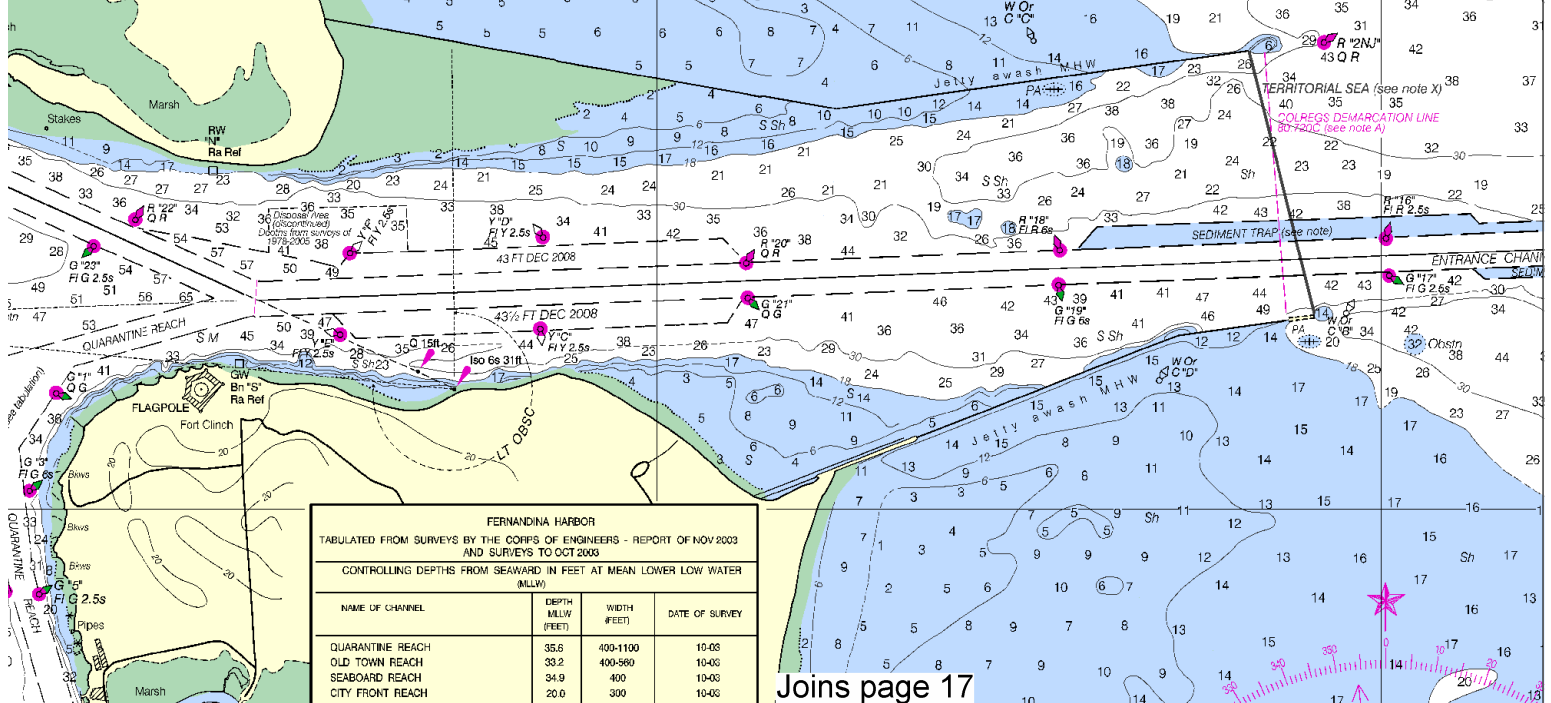


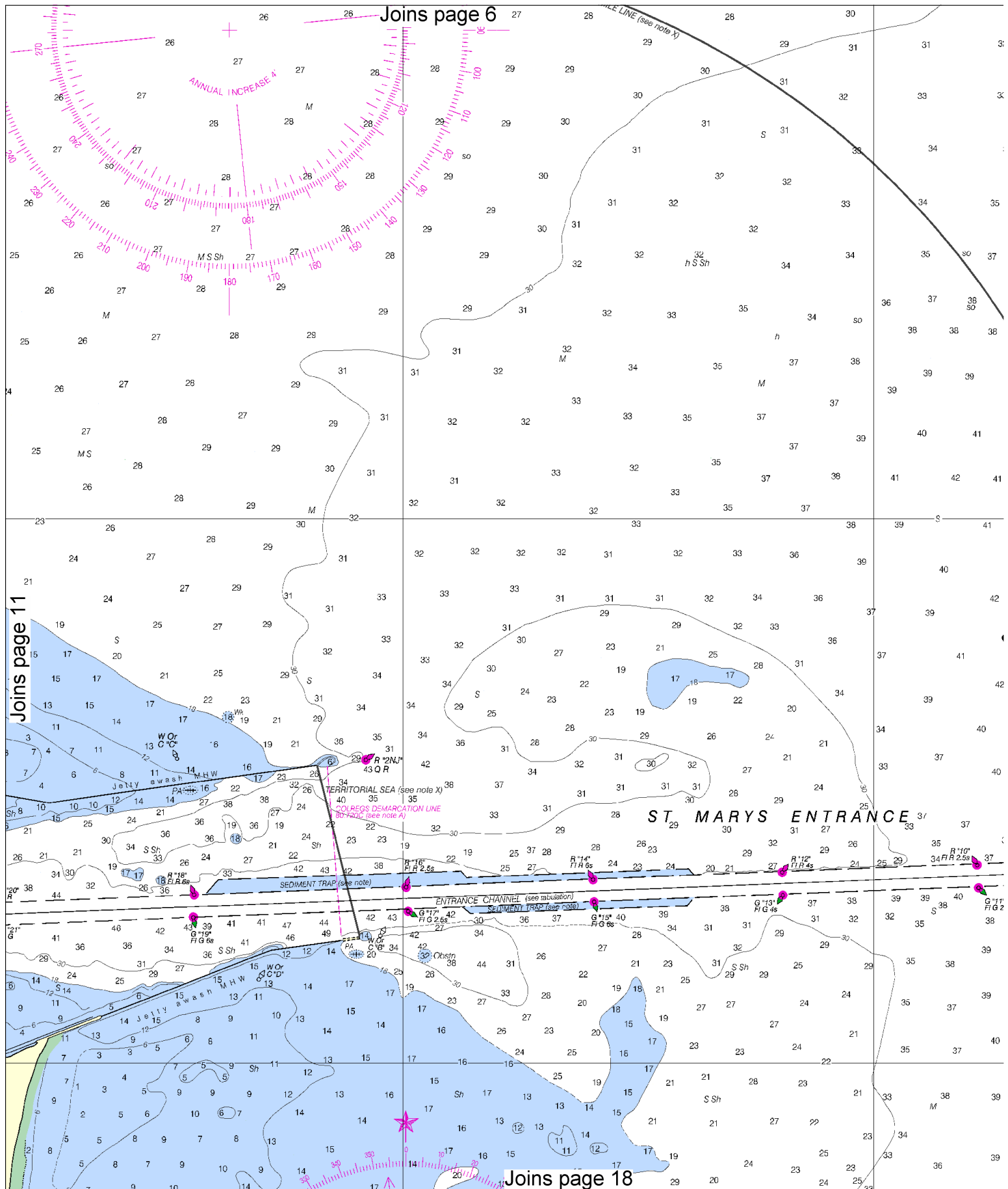
INTER RADIO BROADCASTS
 rather Radio stations listed
 ntinuous weather broadcasts
 ange is typically 20 to 40
 n the antenna site, but can be
 nautical miles for stations at

KHB-39 162.550 M-lz
 WKK-75 162.475 M-lz
 WWH-39 162.425 M-lz

NOTE A
 ons are published in Chapter 2, U.S.
 ns or revisions to Chapter 2 are pub-
 lishers. Information concerning the
 ined at: the Office of the Commander,
 ct in Miami, Florida, or at the Office
 Corps of Engineers in Savannah,

regulation section numbers.

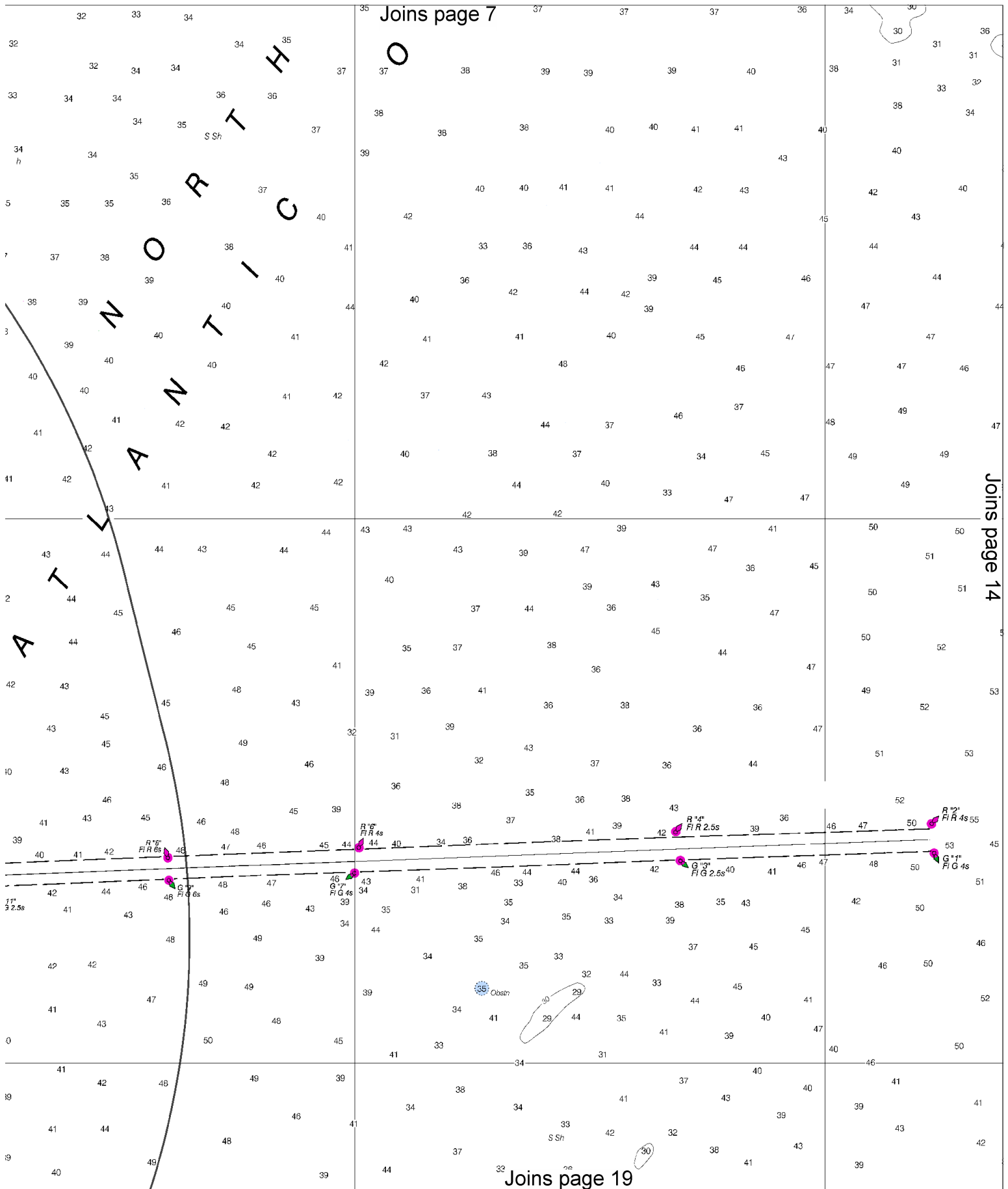


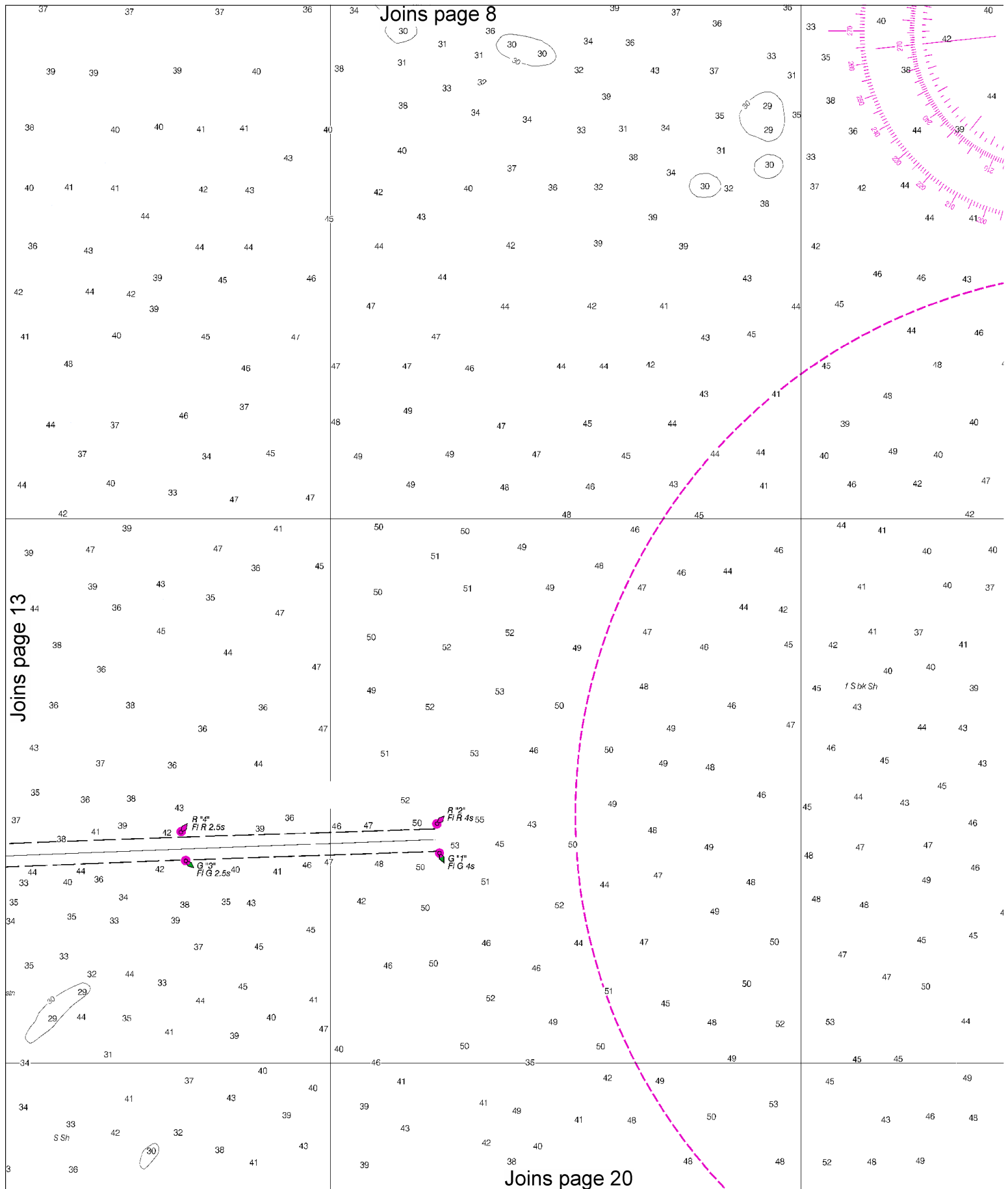


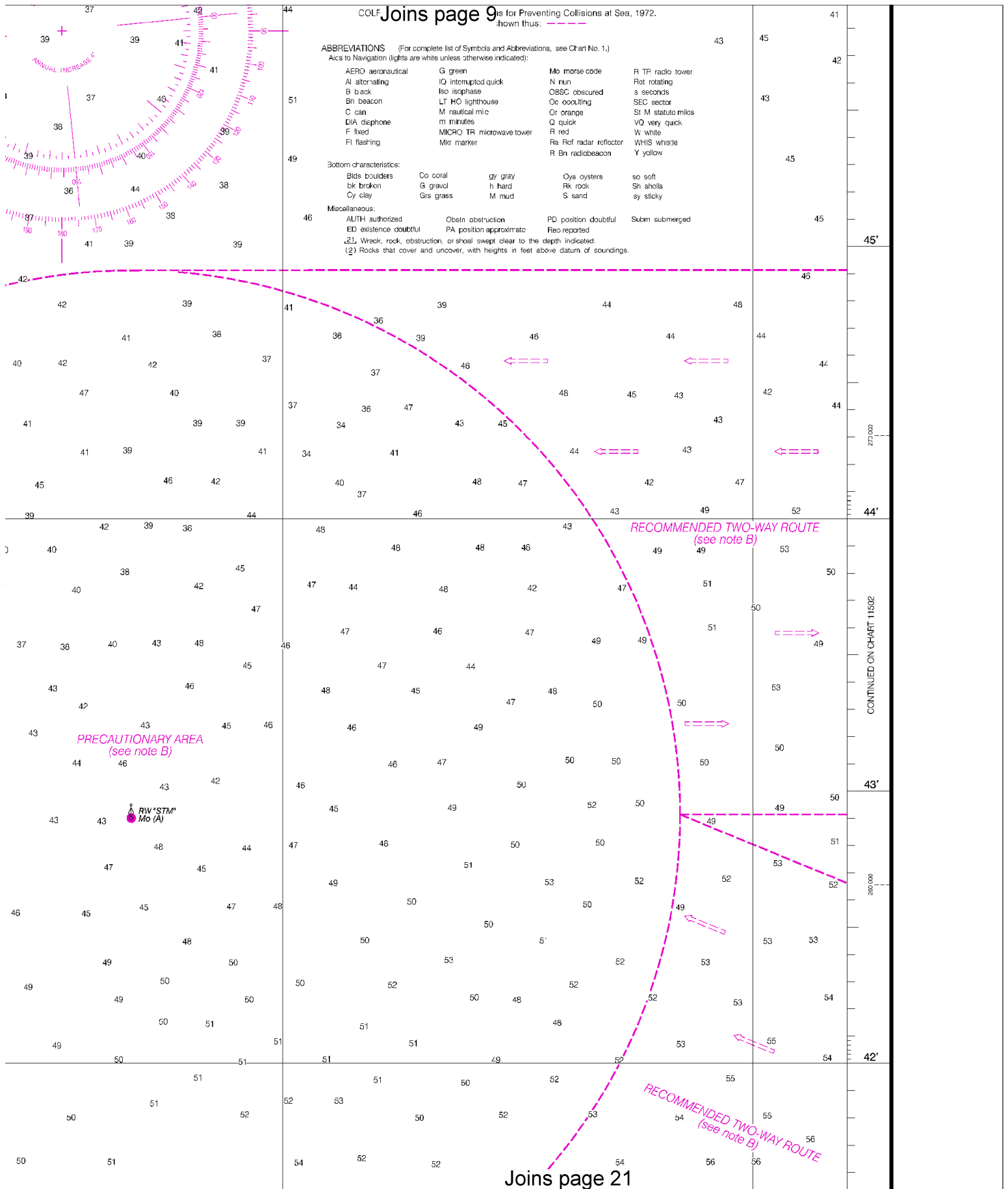
12



Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.
Nautical Miles
Yards

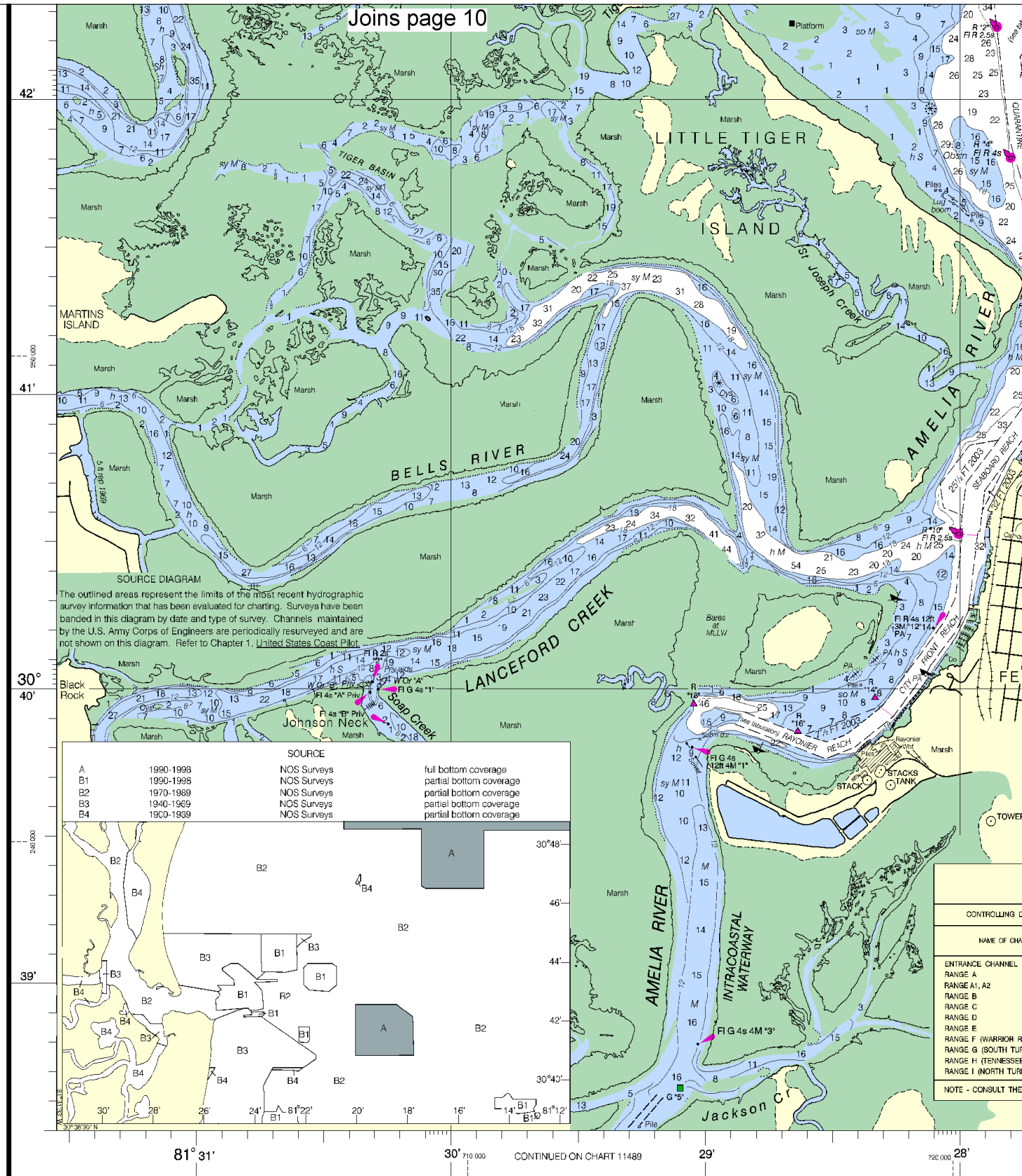






Joins page 21

Joins page 10



42nd Ed., Jan / 07 ■ Corrected through NM Jan. 27/07
Corrected through LNM Jan. 23/07

11503

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the date shown in this Service Bulletin notice are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, add improvements to this chart to the Chief, Marine Chart Division (N Service, NOAA, Silver Spring, Maryland 20910-3282).

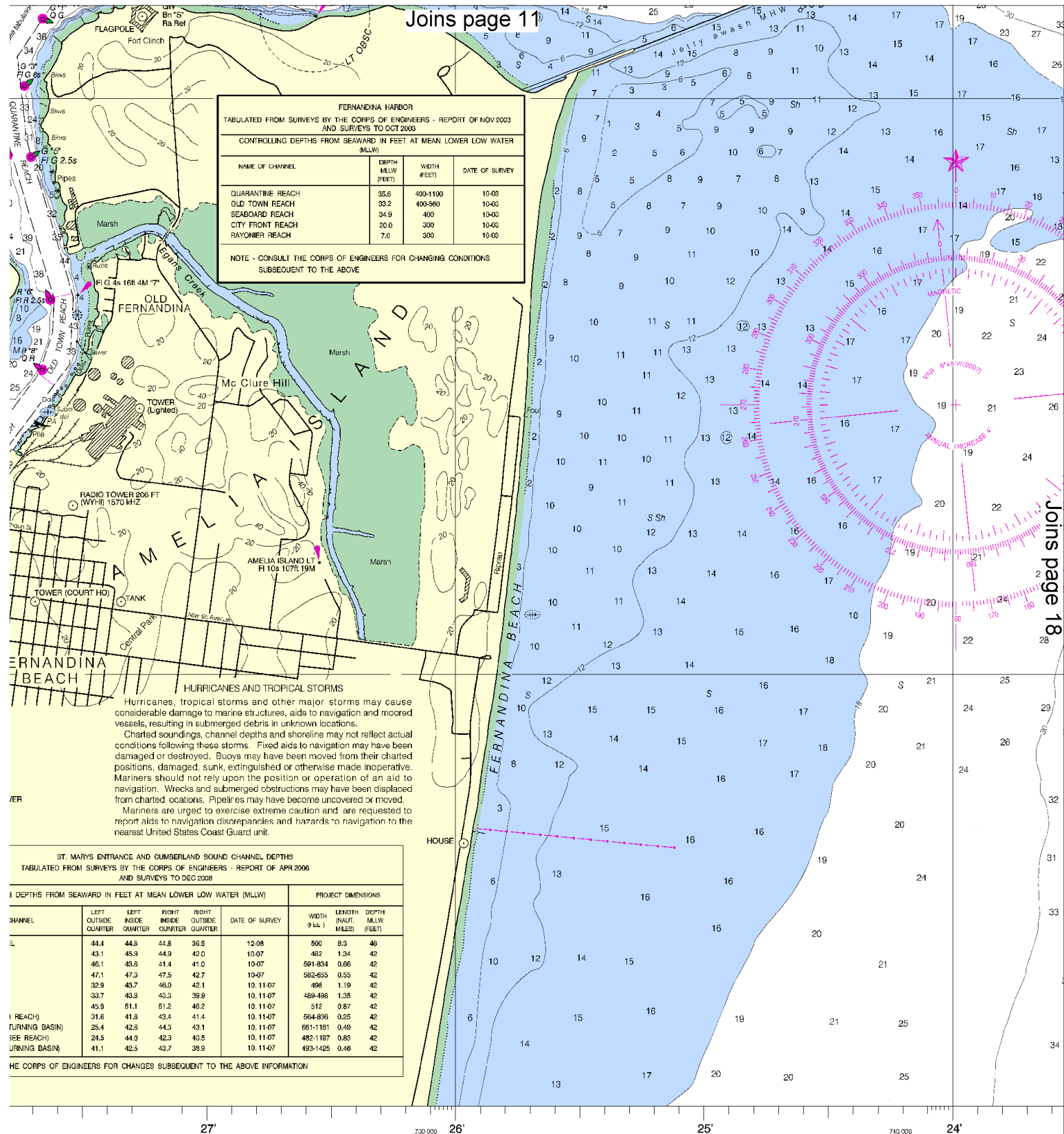
16



Printed at reduced scale. SCALE 1:25,000

See Note on page 5.





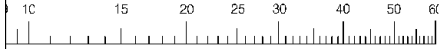
Joins page 12

Joins page 17

NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203c, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.

THREE NAUTICAL MILE LINE (see note X)

ED SCALE



the other on minutes run. Without changing divider spread, place
x with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable
portion of a channel by trapping advancing littoral material. Sediment
traps may shoal at a rapid rate spilling over into the adjacent
navigation channel, therefore, mariners should exercise caution
when operating near them.

Published by
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND
ATMOSPHERIC
NATIONAL COAST GUARD

18

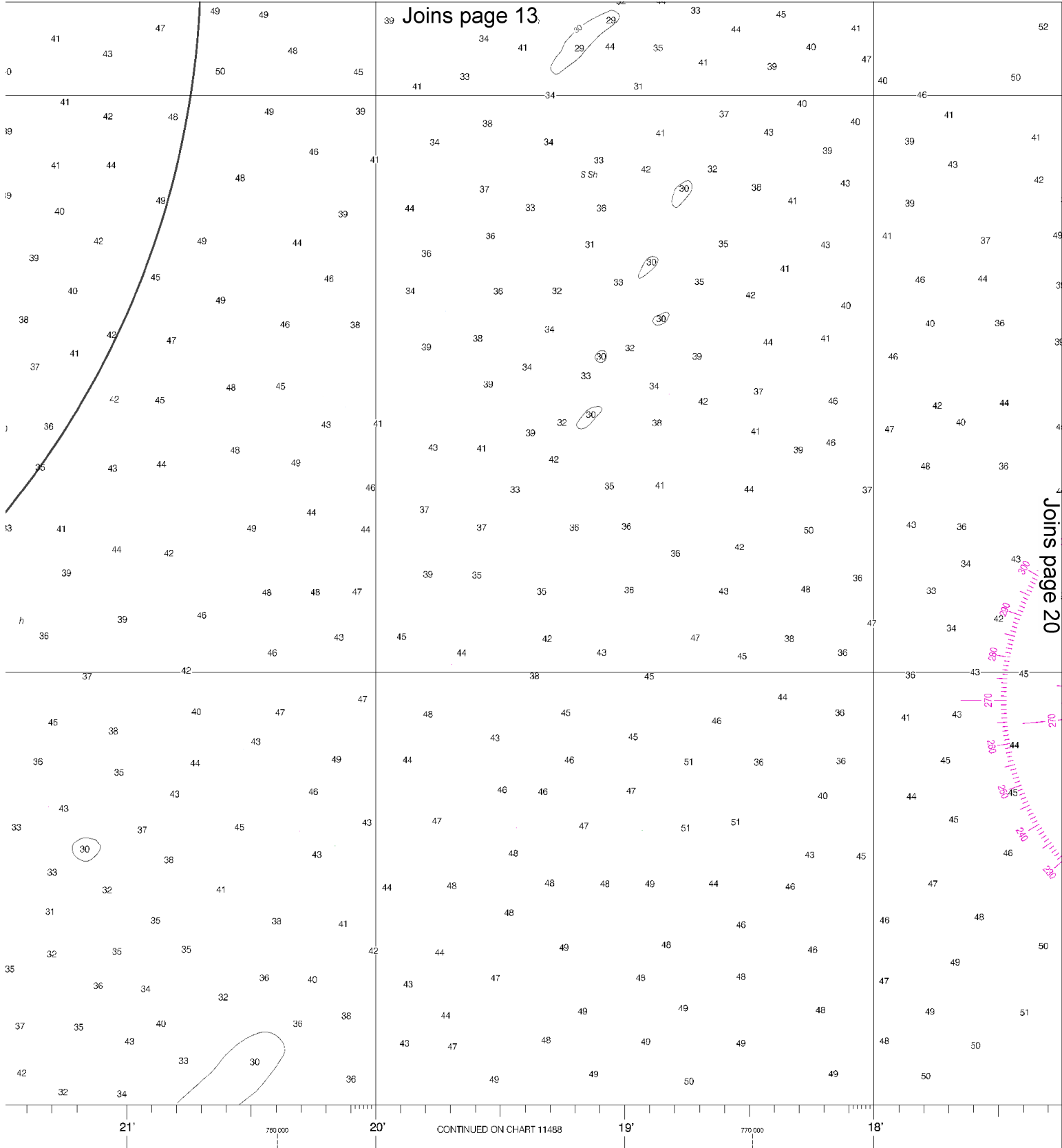


Printed at reduced scale. SCALE 1:25,000 See Note on page 5.



Joins page 13

Joins page 20

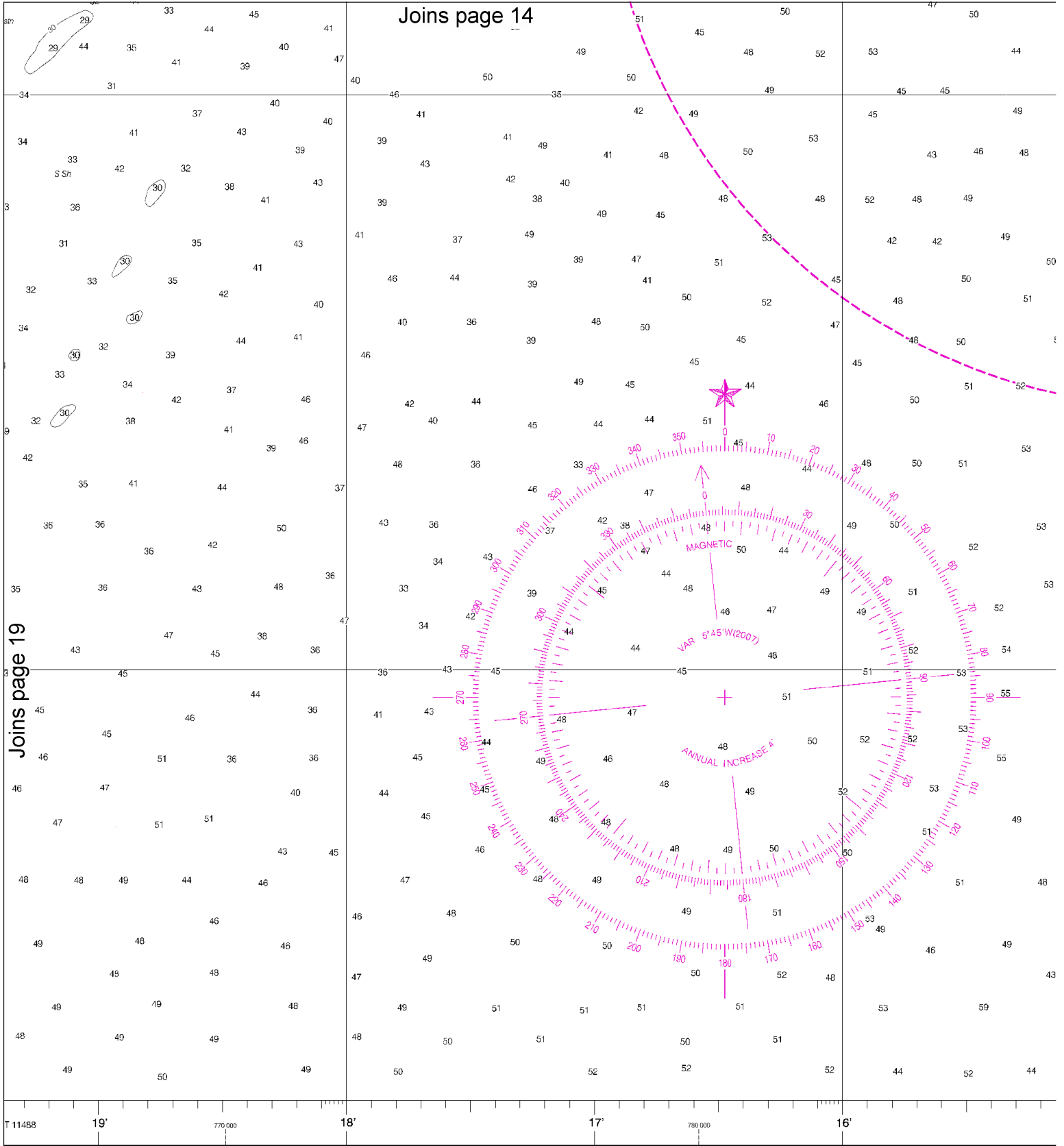


U.S. Navy Hydrographic Office
U.S. Department of Commerce
U.S. Coast and Geodetic Survey
U.S. Navy Hydrographic Office
U.S. Department of Commerce
U.S. Coast and Geodetic Survey

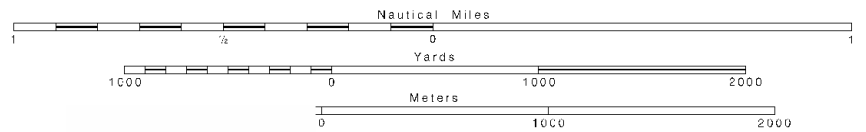
SOUNDINGS IN FEET

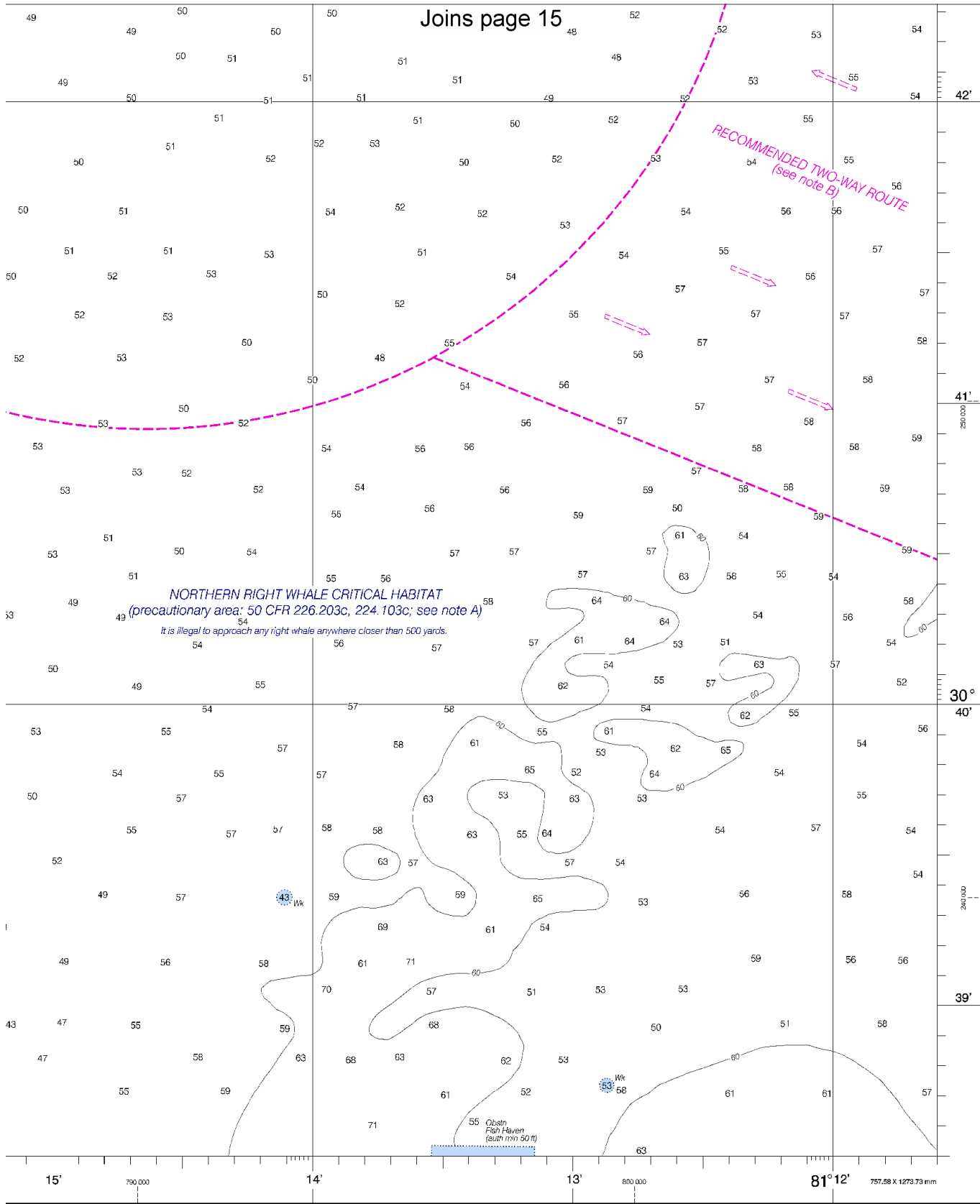


1000



DINGS IN FEET





St Marys Entrance-Cumberland Sound and Kings Bay
SOUNDINGS IN FEET - SCALE 1:25,000

11503



ED. NO. 42



NSN 7642014010157
NGA REFERENCE NO. 11AH11503

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Brunswick – 912-267-9010

Coast Guard Mayport – 904-247-7350

Coast Guard Atlantic Area Cmd – 757-398-6390

GA Dept. of Natural Resources – 800-241-4113

FL Fish and Wildlife Commission – 904-270-2500

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.